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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY East Germany

REPORT

SUBJECT Werneuchen Airfield

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REFERENCES

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report on the occupation and construction activities at Werneuchen airfield observed prior to 9 September. Described in detail are a two-story underground concrete bunker and a new radar building now being constructed on the airfield. Sketches on the following are attached to the report:

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- a. Main features of the northern perimeter of the airfield
- b. Features of the construction site on the northern perimeter of the airfield.
- c. Unidentified radar installation in the northwest corner of the airfield.

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SECRET

EAST GERMANY

AIR/MILITARY

New construction on WERNEUCHEN Airfield (as at 9 Sep 1956)

Map references:

All MRs are taken from GERMANY 1:25000 AMS series M 841 Sheet 3348.

Appendices:

Attached at Appendix "A" is an overlay from a local 1:25000 map shewing the main features of the NORTHERN perimeter of the airfield.

Attached at Appendix "B" is a rough sketch, not drawn to scale, shewing features of the construction site on the NORTHERN perimeter of the airfield.

Attached at Appendix "C" is a rough sketch shewing features of the unidentified radar located in the NW corner of the airfield.

Underground bunker under construction at approx MR 159 329:

1. (a) Approx 500 m SW of the fuel installation located at MR 164 332, and approx 100 m to the NORTH of the upper taxi track, a large underground bunker is being constructed from heavy reinforced concrete. An excavation measuring approx 60 x 30 m has been prepared to a depth of approx 10 m and a rectangular building of similar dimensions is now being built. The side walls have a thickness of approx 1 m - 1.2 m and are being reinforced by metal rods of approx finger thickness. This bunker is approx midway between two aircraft blast pens and appears to be approx $1\frac{1}{2}$ times as large as the adjoining hard standings.
- (b) To date the building has almost reached surface level and has two distinct storeys with a heavy concrete floor dividing the two levels. The lower portion has been divided into 4 approx equal sections by means of heavy concrete walls but the upper storey as yet remains hollow. No upper roofing has yet been laid.
- (c) There are no obvious entrances or holes in the outer walls but two shafts have been let into the centre floor, one at each end, giving access to the lower storey.
- (d) The spoil from this extensive excavation has been provisionally concentrated to the NORTH of the site and later removed by a series of contractors' vehicles.
- (e) Approx 20 m either side of this bunker there is a square hollow shaft or container. These two shafts are approx 100 m apart and each is approx 4 m square, being made of reinforced concrete approx 60 cm in thickness. The side walls protrude approx 60 cm above the surface level. The actual depths of the containers are not known but judging by the amount of spoil nearby, they would appear to be considerably deeper than normal surface water containers.
- (f) A battery of 5 heavy concrete mixers has been set up in the vicinity of the bunker and feeds concrete and in return receives supplies by means of a small light gauge railway network.

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- (g) A normal gauge railway spur which adjoins the nearby fuel installation is used for bringing supplies onto the site and an extensive off-loading ramp has been set up at the terminal. There are two large stacks of domestic type building bricks adjoining this railhead.
- (h) At approx 1595 3305, there is a large two-storeyed brick building which measures approx 25 m x 15 m fitted with a shallow pointed roof. This building has domestic type windows along each side and in many ways resembles a barrack block. At present it is being used by the SAF construction unit together with the BAU UNION supervisors as a building HQ.
- (i) The entire building project has been in operation since approx mid-Jun 56 and is being undertaken jointly by a detachment of the BAU UNION FRANKFURT and an SAF construction unit. The SAF personnel are concerned entirely on the inner works of the bunker whilst the contractors' personnel are undertaking the initial preparation and concreting.
- (j) The purpose of this bunker and associated features is at present unknown, although workmen on the site refer to it as the new ammunition depot.

Newly erected Radar building:

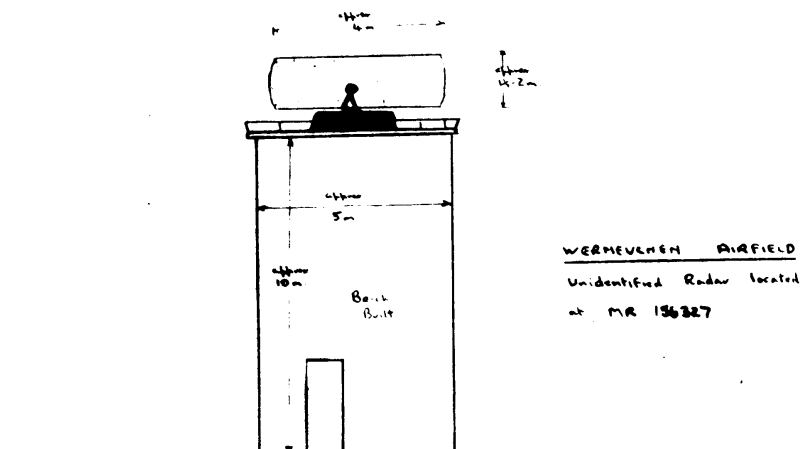
- 2. At approx 156 327, a new brick building has been constructed measuring approx 5 x 5 m with a height of approx 10 m (approx 4 normal door heights). A tower is surmounted by a flat concrete roof on which there is an unidentified radar array measuring approx 4 m in length and $1\frac{1}{2}$ - 2 m in height. This oblong aerial array is centrally mounted with the reflecting mesh curving slightly inwards both from the top and bottom and from each end. A large blob is fixed near the base of the aerial and the complete array appears to rotate continuously at approx 4 revs per minute (see sketch at App "C").

Aircraft Order of Battle:

- 3. During early Sep 56, and on the day of observation, there was an unknown quantity of MIG type fighter aircraft in addition to the normal IL 28 bomber aircraft. These aircraft were parked together in what appeared to be two distinct areas, approx 30 aircraft (mostly IL 28s) being in one group and approx 20 aircraft (mostly single-engined jet fighters) in the other (see sketch at App "A"). Previously only the IL 28 aircraft had been observed operating from this airfield.
- 4. Owing to the distance between this new construction site and the aircraft dispersal area on the opposite side of the airfield, it was impossible accurately to ascertain the totals and specific details of the various types of aircraft.

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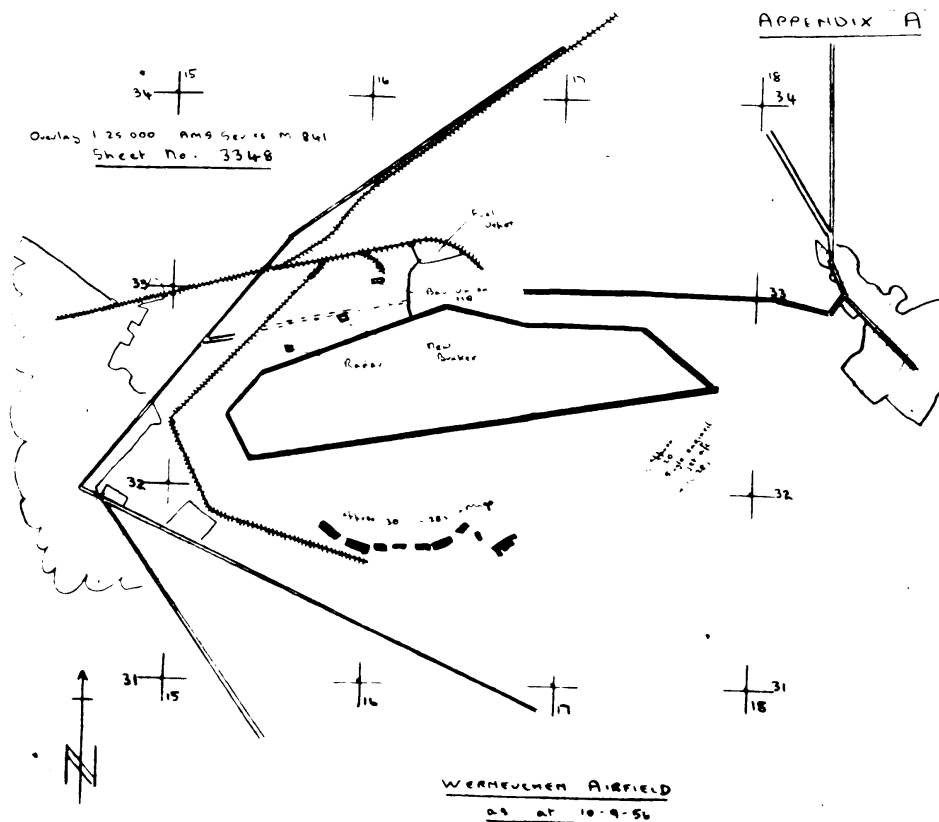
APPENDIX C



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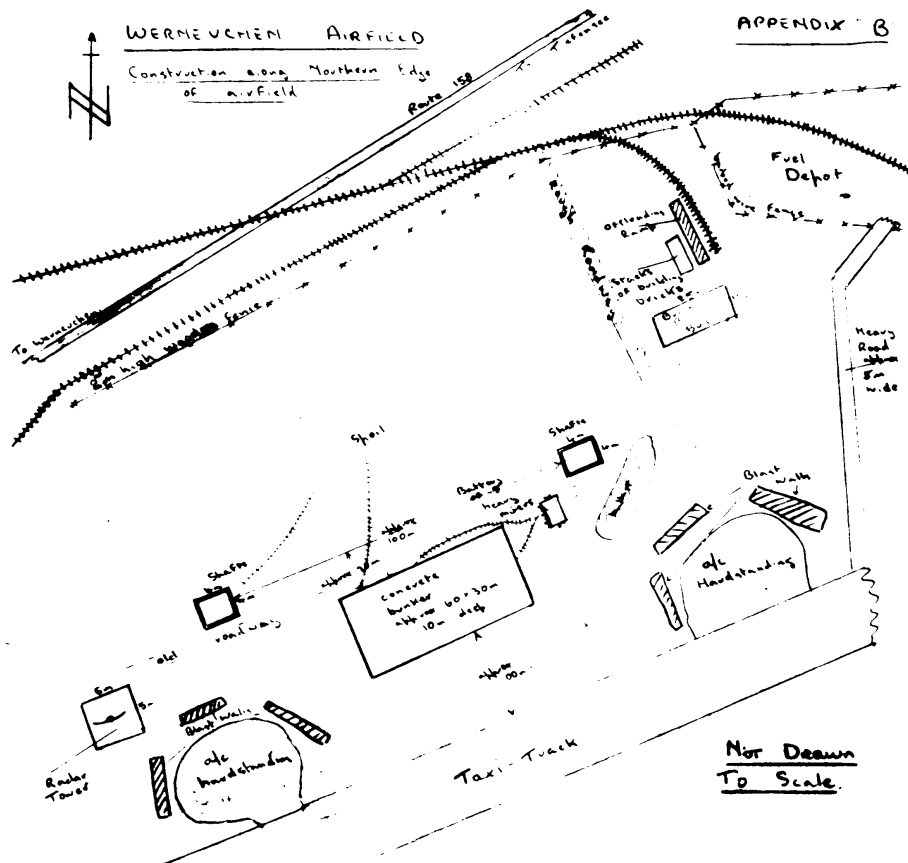
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